

# ALASKA WING CIVIL AIR PATROL



## ANNUAL REPORT 1976

# The Volunteers

*How do you see? Hear OK?  
This you get from the pilot ahead  
You're on a search in a T-34  
The C.A.P. is at it again.*

*Out there in the wilds of Alaska  
Some where a plane is down.  
Or maybe it's a hiker overdue  
There's a snowmobile, and we found.*

*A mercy flight to a far flung village  
The life we helped save by a hair.  
Or maybe a trapper's wife  
Had her baby while still in the air.*

*Our pilots are young, some not by years  
The Observers are great — everyone  
These people from all walks of life  
To help save a life, they do not shun.*

*Sometimes they are a happy lot  
Like when their find was walking around.  
Then again, they are a sad lot  
No life from the plane they found.*

*The mountains out there are not very fair.  
Most times they do not cooperate.  
And the rain, fog, snow and sleet  
Our planes on the ground must wait.*

*Our cadets, my hat I take off to them  
These young people, I love them all.  
For when our load gets heavy  
They are there to answer the call.*

*Like when the pilot makes a call  
"Base, How do you hear"  
Then a young voice comes over the air  
"Go ahead, I hear you loud and clear."*

*Yes the cadets are in there helping  
They help with calls on the radio.  
The phone calls are sometimes many  
Even help with the planes to go.*

*Not all of our people fly in planes  
They volunteer the same as the rest.  
And the paper work they do their thing  
To them this is the work they do best.*

*So when a plane you see goes overhead  
With a big C.A.P. on the wing.  
You can always say — there they go again  
We will be out there, doing our thing.*

Thomas W. Schofield — 1/31/76

HEADQUARTERS  
ALASKA WING, CIVIL AIR PATROL  
AUXILIARY OF THE UNITED STATES AIR FORCE  
P. O. BOX 1836  
ANCHORAGE, ALASKA  
99510



**TO THE GOVERNOR OF ALASKA AND MEMBERS OF THE TWELFTH ALASKA  
STATE LEGISLATURE**

Since becoming Wing Commander, the development of the Emergency Locator Transmitters (ELT's) has come more and more to my attention. State and Federal laws requiring the use of ELT's in most aircraft has reduced Civil Air Patrol search time substantially, but there are problems, nevertheless, that we need help in solving.

For instance there should be some sort of an inspection to assure that aircraft, indeed, do carry ELT's. CAP search planes have located crashed aircraft with none aboard.

Also a regular inspection of ELT's is needed, as many crashed airplanes have been found to contain ELT's that didn't give a signal because the batteries were corroded, or the battery life had expired.

Civil Air Patrol was involved in a search for an all white Aircraft, which, when located after a long search, (396.8 hours) was found to have an ELT that did not function because the pilot had failed to remove the packing screw when the ELT was installed in the aircraft. A simple inspection would have prevented this mishap, and subsequently, would have prevented the loss of three aircraft, and five lives during this search.

As Commander of The Alaska Wing Civil Air Patrol, I want to take this opportunity to thank you and the legislature for the excellent support given to us, and to assure you that we will continue to train our members to be ready for any emergency that may occur in Alaska.

RUSSELL J. ANDERSON, COL., CAP  
Alaska Wing Commander

# COMMAND



**COL. RUSSELL J. ANDERSON**  
Commander, Alaska Wing



**CAPT. MITCH ABOOD**  
Deputy Commander



**LT. COL. MARGARET COOK**  
Chief of Staff



**CAPT. JERRY KREITNER**  
Commander  
Cook Inlet Group



**CAPT. DICK CHITTY**  
Commander  
Southeastern Group



**CAPT. C. P. WARD**  
Commander  
Fairbanks Group

# **ORGANIZATIONAL STRUCTURE**

National Headquarters Civil Air Patrol is located at Maxwell AFB, Alabama. Each Wing Headquarters provides command and staff supervision over its subordinate units.

## **UNITS OF THE ALASKA WING CIVIL AIR PATROL 1976**

### **SOUTHEASTERN GROUP**

Baranof Composite Squadron  
Juneau Cadet Squadron  
Ketchikan Composite Squadron

### **YUKON GROUP**

Clear Senior Squadron  
Fairbanks Cadet Squadron  
Kotzebue Senior Squadron  
Nome Senior Flight

### **COOK INLET GROUP**

Anchorage Cadet Squadron  
Cordova Senior Squadron  
Elmendorf Cadet Squadron  
Glacier Cadet Squadron  
Homer Composite Squadron  
Kenai Composite Squadron  
Matanuska Valley Composite Squadron  
Polaris Senior Squadron  
Seward Composite Squadron  
Soldotna Composite Squadron  
Mt. Drum Senior Flight

### **WING HEADQUARTERS**

Bethel Senior Flight  
Bristol Bay Senior Squadron

# WING STAFF ROSTER

## [as of 31 December 1976]

Deputy Commander		ABOOD, Mitchell E. Jr. Captain
Chief of Staff		COOK, Margaret M. LT. COL.
Administration	Director Records Officer	KELSOE, Julia K. S/M SARGENT, Hildegard I.S/M
Aerospace Education	Director Ass't. Director	STICKNEY, Ronald F. S/M PETERSON, De Vorl LT. COL.
Cadets	Director Ass't. Director	MCKEE, William H. LT. COL. NICKEL, Paul MAJOR
Chaplain	Director Ass't. Ass't.	MAAKSTEAD, John L. LT. COL. HURLEY, Francis M. LT. COL. LINDSAY, Don CAPTAIN
Finance	Finance Officer	TALBOTT, Janice T. 2DLT
Information	Director Ice Cap	SHEWE, Allen H. LT. COL. RUTTER, Nick S/M
Legal		PREE, David J. LT. COL.
Logistics	Director Transportation Aircraft Maintenance	REINERT, Robert W. MAJOR SARGENT, Monte H. CAPTAIN MILLS, Roger MAJOR
Operations	Director Ch/Ck Pilot — St/Eval CD	KELSOE, David W. CAPTAIN CROOK, Albert J. LT. COL. SHEWE, Allen H. LT. COL.
Personnel	Director	FLETCHER, Shirley MAJOR
Reserve	Coordinator	DOHERTY, Leonard LT. COL. USAF
Senior Training	Director — Testing Officer	COOK, Margaret M. LT. COL.
Safety	Safety Officer	ROGERS, Russell S/M
Bookstore	Manager	NICKEL, Paul MAJOR
Daedalian LO		LIVESAY, Robert H. LT. COL.
Advisory to Commander		CARTER, James E. COL.

# THE ALASKA WING — CIVIL AIR PATROL

## BALANCE SHEET

### June 30, 1976 and 1975

#### ASSETS

	<u>1976</u>	<u>1975</u>
Cash .....	\$ 7,874	\$ 2,545
Receivables		
Due from State of Alaska .....	15,254	35,942
Other .....	<u>2,662</u>	<u>43,068</u>
	<u>17,916</u>	<u>79,010</u>
 Plant and Equipment, At cost		
Buildings .....	121,141	121,141
Building improvements .....	13,514	13,514
Aircraft .....	173,404	128,260
Vehicles .....	18,399	10,815
Communications equipment .....	51,839	43,209
Other equipment .....	<u>4,928</u>	<u>4,927</u>
	383,225	321,866
 Less accumulated depreciation .....	<u>102,138</u>	<u>76,855</u>
	<u>281,087</u>	<u>245,011</u>
 Other Assets		
Cash in scholarship fund .....	267	0
Other .....	<u>46</u>	<u>46</u>
	<u>313</u>	<u>46</u>
	<u>\$307,190</u>	<u>\$326,612</u>

#### LIABILITIES AND FUND BALANCE

Accounts payable .....	\$ 15,254	\$ 16,604
Note payable, due October 5, 1976		
including 9% interest, without collateral .....	5,064	0
Fund balance .....	<u>286,872</u>	<u>310,008</u>
	<u>\$307,190</u>	<u>\$326,612</u>

# THE ALASKA WING — CIVIL AIR PATROL

## STATEMENT OF REVENUES AND EXPENDITURES AND FUND BALANCE

### For the Years Ended June 30, 1976 and 1975

	<u>1976</u>	<u>1975</u>
Revenues		
State appropriation .....	\$146,743	\$177,972
Membership dues .....	10,864	5,439
Cadet and senior activities .....	705	1,183
Material and supplies .....	1,022	914
Contributions .....	260	1,000
Aircraft rental .....	4,289	1,889
Revenue on sale of equipment .....	8,493	74,130
Other income .....	4,632	880
	<u>176,997</u>	<u>263,407</u>
Expenditures		
Office expense .....	3,933	3,935
Materials and supplies .....	1,498	109
Facility expense .....	7,502	9,707
Cadet and senior activities .....	3,458	2,344
Aircraft operations and maintenance .....	109,917	108,077
Equipment operation and maintenance .....	19,358	8,583
Insurance expense .....	5,732	7,523
Travel .....	7,247	6,884
Depreciation .....	25,283	24,341
Taxes .....	3,371	1,599
Legal and accounting .....	4,664	0
Miscellaneous .....	8,170	5,489
	<u>200,133</u>	<u>178,591</u>
(Deficit) excess of revenues overs expenditures .....	(23,136)	84,816
Fund balance		
Beginning of period .....	<u>310,008</u>	<u>225,192</u>
End of period .....	<u>\$286,872</u>	<u>\$310,008</u>





**Major Glen W. Walder**

## LO INPUT FOR THE 1976 ANNUAL REPORT



**Tech. Sgt. Jose A. Vialpando, Jr.**

The Civil Air Patrol was created on 1 December 1941 as part of the Office of Civil Defense. The purpose of its formation was to organize a volunteer fleet of light aircraft to support national mobilization by freeing military aircraft for higher priority missions. Later, the CAP was shifted to the War Department and assigned to the Army Air Corps. After the war, the CAP-USAF relationship was formalized by public law which incorporated CAP as a benevolent non-profit organization. The CAP is a civilian corporation rather than a military organization. In 1948, Public Law 557, 80th Congress, designated the Civil Air Patrol as the "Civilian Auxiliary of the Air Force." This law authorized certain Air Force aid to the corporation. It should be noted that the Air Force does not control the Civil Air Patrol, but it does support it in a liaison and advisory capacity in addition to reimbursement of certain expenses incurred during search and rescue missions directed by the Air Force.

To assist CAP in obtaining necessary support and assistance to accomplish its' mission, the USAF has established liaison offices manned by active duty USAF advisory personnel. Major Glen W. Walder and Master Sergeant Jose A. Vialpando Jr., are assigned to the Alaska USAF-CAP Liaison Office. This office helps CAP in acquiring excess and surplus Department of Defense equipment and supplies, maintenance assistance, transportation, real estate and provides management advice in certain areas in order that CAP may continue to accomplish its' mission.

The following is a summary of some of the support provided the Alaska Wing through the USAF-CAP Liaison Office during CY 1976:

1. \$95,213.02 of excess and surplus DOD property transferred to the Alaska Wing, CAP, consisting of:
  - a. Aircraft components and spare parts.
  - b. Communications equipment and spare parts.
  - c. Office equipment and furniture.
  - d. Survival gear and clothing.

e. Maintenance equipment.

f. Vehicles.

2. Continued use of a \$500,000 Air Force building for the Alaska Wing, CAP Headquarters.

3. Repair of numerous aircraft components that were beyond the CAP maintenance capability.

4. Support of CAP Cadets from throughout the State to a Class A Summer Encampment at Eielson AFB.

5. Airlift support for Cadet Special Activities in the "lower 48."

6. Facilities and support for an Aerospace Education Workshop held at Elmendorf AFB.

7. \$14,345.84 paid by the Air Force for fuel and oil utilized during search and rescue (SAR) missions.

8. 11,920 square feet of hanger space for consolidated aircraft maintenance valued at over \$800,000.00. Facility is located at Elmendorf AFB.

In Alaska, the CAP continues to provide a viable force. During CY 1976, the CAP participated in 115 SAR Missions, logging 894 sorties and 2007.4 flying hours. The number of flying hours does not include the thousand of hours expended on the ground by members (in support of these SAR efforts) in such areas as mission coordination, radio operations, administration, etc., that must be accomplished before and after each mission. These SAR efforts represent 59% of the total time flown by the Wing in 1976. This represents an increase of 4.5% over last year.

The dedication and professionalism displayed by CAP members during 1976 is indicative of their willingness to always help whenever and wherever they are needed. The personal sacrifices that each member is ready and willing to give in their concern for humanity is shown by the fact that the Alaska Wing Civil Air Patrol was credited with saving the lives of 5 people and assisting 63 others who were in distress. Keeping in mind that all CAP members are volunteers, they have compiled a record that they can rightly be proud of. Alaska needs the Civil Air Patrol and the Civil Air Patrol is ready to perform when called upon.

# ALASKA WING CHAPLAIN'S REPORT 1976



**Lt. Col. John L. Maakestad**

Chaplain in Charge, Alaska Wing Chaplain's Program

Civil Air Patrol in its role of air-arm of the civilian sector, and auxiliary of the United States Air Force, has a crucial responsibility on the Alaskan scene. A volunteer organization, it mobilizes the skills and energies of air-minded citizens and channels these resources to very beneficial ends. There are a wide variety of different services that make up the organization as whole, as indicated by the various sections of this annual report. Each section of CAP is like a spoke in a wheel. When they are all functioning in place, they connect a big zero, the rim, to the hub, and give the wheel structure, purpose and usefulness. Among the spokes that keeps the wheel of CAP turning is the Chaplain's section.

At this time we have 17 duly appointed CAP Chaplains in the Alaska Wing. They function in the areas of morale building, character guidance, and religious guidance, in the wide spectrum of human experience with which the operations of CAP are involved. Our Wing is divided into three areas: in the North we have the Yukon Group, with (Capt.) Glen M. Wilcox, an Episcopal clergy, of Fairbanks serving as chaplain. The Southeastern Group at Juneau is presently recruiting, having lost their "Flying Bishop" when (Lt. Col.) Francis T. Hurley was elevated to become the Second Archbishop of Anchorage. We are pleased to have the Archbishop continue as Chaplain-at-large, and has been active when his busy schedule allows. The Cook Inlet Group is served by Chaplain (Maj.) Edward E. Wolfe, Mission Director of the



**Archbishop Francis Hurley**

Asst. Chaplain, Alaska Wing

Alaska Baptist Convention.

With 24 Units in the Wing, we still have 9 vacancies to fill. To qualify for appointment as a CAP Chaplain, a clergyman must:

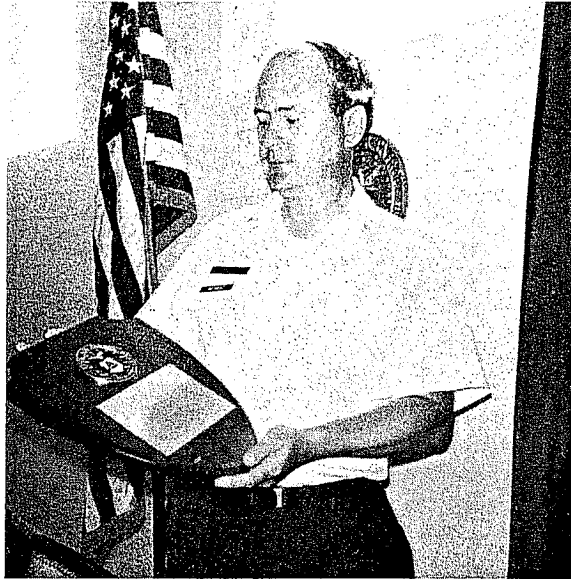
1. Be ordained in a recognized religious denomination.
2. Meet educational requirements (4 years college, 4 years seminary or equivalent.)
3. Be active in ministry or recently retired.
4. Be approved by the Unit Commander and the Wing Chaplain.
5. Be endorsed and in good standing in his denomination.

All appointed CAP chaplains are required to make Quarterly Reports which are routed through the Wing Chaplain to Chaplain Col. Robert H. Beckley, USAF, the National Chaplain, HQ CAP-USAF, Maxwell AFB, AL. During 1976 our Alaska Wing Chaplains report that they took part in 744 different unit activities, involving 6,515 attending participants, and contributing 805 hours of volunteer time. These activities include, giving moral leadership lectures to cadet units, conducting services, invocations, visitations, individual counseling, and when you don't know what else to do, "tell it to the chaplain" types. The Chaplain Service is an active part of Civil Air Patrol in the Alaska Wing.

John L. Maakestad, Wing Chaplain

# LOGISTICS

## Supply — Transportation — Aircraft Maintenance



**Major Robert W. Reinert**  
Director of Logistics

During calendar year 1976, the Logistics Branch accomplished, through the cooperation of fellow staff members, most of the goals established for this year.

Assigned personnel purged the system of obsolete vehicles and equipment through the bid method, and acquired replacement vehicles through the L O Office for DOD Surplus, at a considerable savings to the Alaska Wing.

Plans are continually being reviewed to project anticipated material requirements for initial equipment needs, as well as for replacement. CAP Units are advised to project anticipated needs for authorized material rather than to wait for equipment to wear out completely, thus assuring on hand useable assets.

Vehicles are being maintained in an excellent condition via our safety inspection system, and major repairs accomplished immediately, both—for safety and equipment utilization purposes.

Although DOD sources for excess equipment are usually always available to the CAP, we attempt to draw

only what is absolutely required to perform our mission, thereby curtailing excess build up and equipment maintenance costs.

The Alaska Wing CAP is most fortunate to have an excellent aircraft maintenance program which we believe is second to none. Since our aircraft fleet consists of 31 various type aircraft, spread over the entire state, it is of the utmost importance that these aircraft be in top condition at all times. Thanks to much needed State of Alaska financial backing, we are able to maintain these aircraft in a top notch condition, always ready to participate in any kind of emergency.

Last, but not least of all, we must recognize the splendid cooperation of our USAF L O Office without who's help we could not obtain much of the sorely needed equipment to support our flying missions.

Our team of Logistic personnel have remained loyal to providing the best support consistent with good management principles. Would you help to — Thank You!



**Major Wilse G. Morgan**  
Director of Communications

## **COMMUNICATIONS**

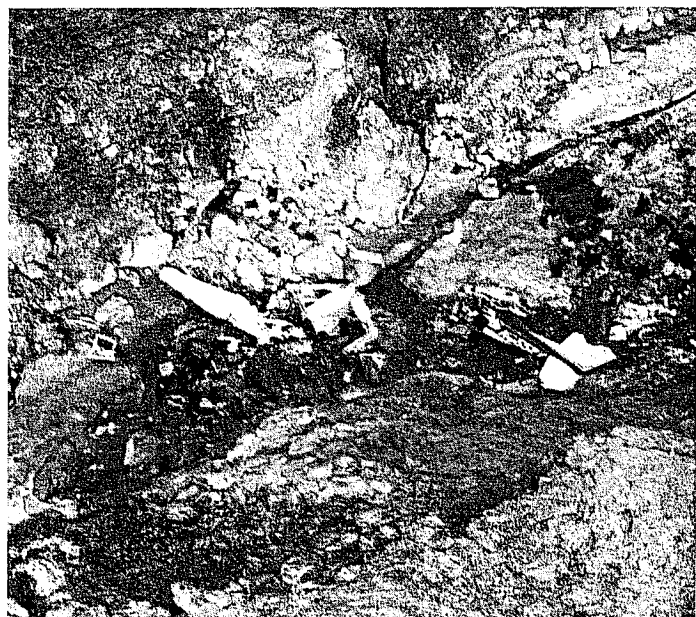
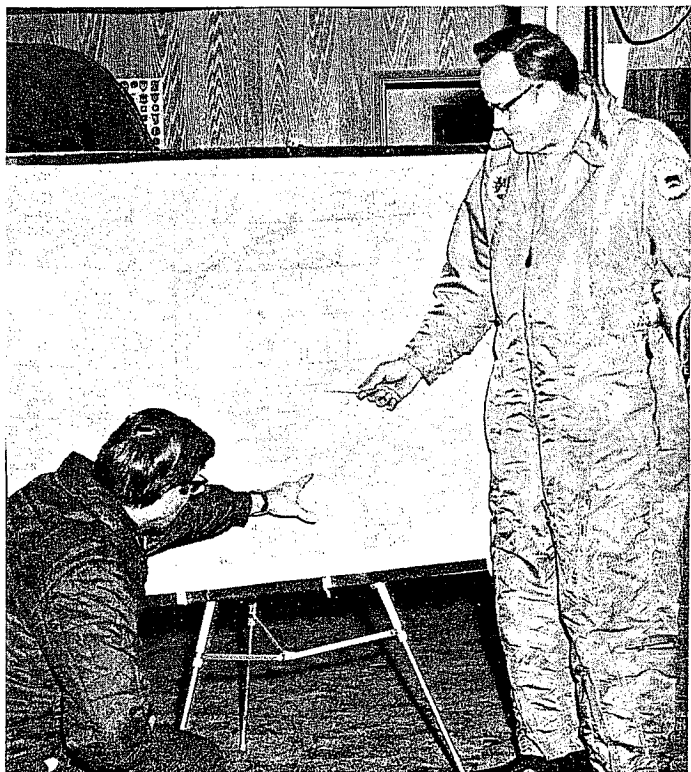
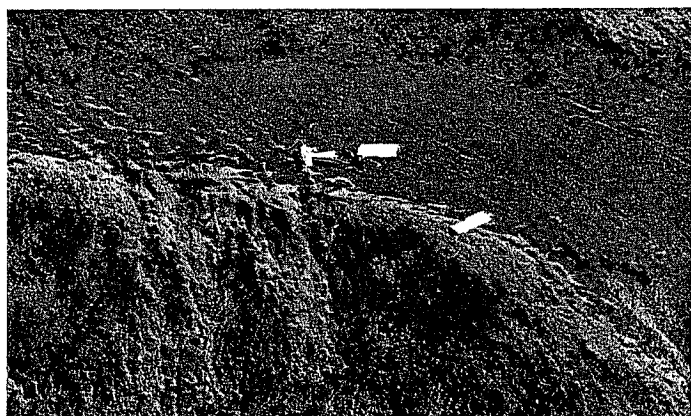
Communications have played an important role in overall Search & Rescue efforts in Alaska. The great distances sometimes encountered between the search areas and Wing Headquarters can be spanned at the speed of light in high frequency single sideband radios. A search pilot near Fairbanks can call into the CAP hanger via his VHF Search & Rescue frequency (123.1 MHZ). The radio operator in the Fairbanks Hanger can call Anchorage on the HF SSB radio. The operator here in Anchorage then could call one of the Wing Staff Officers at his home or in his car via the VHF FM repeater located at Merrill Field, and have a message back to the pilot in less than a minute. We are always striving to update and increase our Communication capabilities.

# OPERATIONS

1976 was a difficult year to compare to the three preceding years. Two prolonged searches increased the average flying hours per mission to approximately double that of 1975. In addition to the 5 "saves" Alaska CAP was credited with assisting 63 persons. Also, eleven deceased persons were located and five additional persons still remained missing at the close of 1976.

## STATISTICS

	1973	1974	1975	1976
No. of authorized missions	203	141	168	115
No. of sorties flown	1081	963	721	849
Total SAR hours flown	2239	1963	1450	2007
Av. hours per mission	11.03	13.21	8.63	17.45
"Saves"	22	13	24	5



Alaska CAP's proud flying safety record was shattered by two tragic accidents which cost 5 lives, serious injuries to another, and the total loss of 2 corporate aircraft. These accidents were the first fatal accidents ever to occur during a CAP search effort in Alaska.

The CAP flying program did, however, provide an outstanding accomplishment in support of the cadet program. Cadet encampment, flight orientations and cadet flight training showed excellent participation.

Participation by senior members in improving their mission related skills also showed a high level of interest and involvement throughout the state during 1976. We are hopeful this professional attitude will continue to grow in 1977.

Two Cessna 172 aircraft were purchased in exchange for other less usable aircraft in 1976. New radios, direction-finding (DF) equipment, skis, floats and engine overhauls have contributed to the maintenance and up-grading of the 31 corporate aircraft in Alaska.



Cadet Encampment Commander Gary Ambarian receives orientation ticket from S/M Pilot Edouard Crateay and Cadet Russell Polsky after orientation flight.

## 1976 CADET PROGRAM

LT. COL. William McKee continued during 1976 as Director of Cadet Activities for the Alaska Wing. He was ably assisted in this effort by Major Paul Nickel; Major Nickel worked in the Cadet Program at Wing Headquarters in addition to his primary duty as Squadron Commander of the Elmendorf Cadet Squadron. Late in the year Major Nickel was formally transferred to Wing as Asst. Director of Cadet Activities. His squadron was taken over by Lt. Paul Ballmer. Lt. Ballmer transferred from the Anchorage Cadet Squadron to take the job and was replaced by Lt. Ken Flanigan at the Anchorage Cadet Squadron.

A Type "A" Encampment was held at Eielson AFB during the period 6 June to 17 June 1976. Major Paul Nickel again presided over this encampment with much help from Lt. Patricia Nickel and S/M Betty Holyfield of Elmendorf Cadet Squadron; Captain Wayne Pattison, Lt. Sandra Sunde, Lt. Paul Wegrzyn, S/M Karen Wegrzyn, and Captain (Chaplain) James Davis all of the Baranof Squadron in Sitka. CWO Aaron Jackson of Homer Composite Squadron, S/M Scott Hannigan of Juneau Cadet Squadron, Lt. Col. Gilmore & CWO Donald Ross of Fairbanks Cadet Squadron.

We had two well qualified candidates for the International Air Cadet Exchange (IACE). By a series of circumstances we were allowed to send both, a most unusual event. Cadet Jeff Mohar traveled to Hong Kong, and Cadet Greg Hurst traveled to Malaysia.

Four Cadets were selected to participate in Cadet Special Activities during the summer. Cadet Robert W. Cowgill of Fairbanks Sqd., Cadet Gary Ambarian of Kenai Composite Sqd., Cadet Larry Gipson of Anchorage Cadet Sqd. were selected.

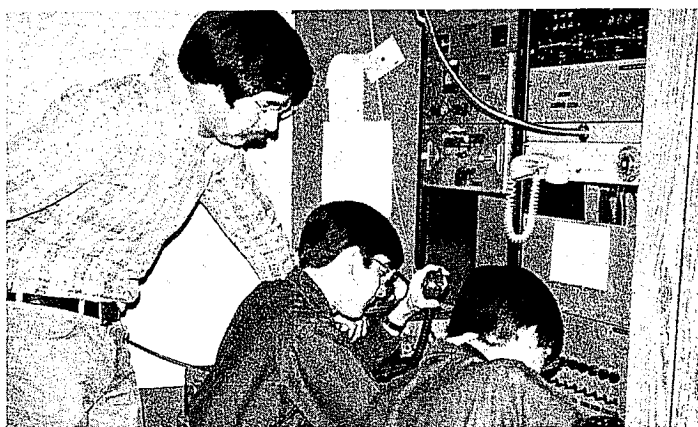
Cadet Cowgill went to Cadet Officers School, Cadet Gipson went to Air Force Academy Survival School, Cadet Ambarian went to ATC Familiarization Course, Cadet Rodli was selected for Medical Services Orientation but was unable to attend, and we were unable to provide a substitute.

Under special provision for Air Travel we were able to provide for the attendance of six Cadets to the Pacific Cadet Leadership School in California. Attending were Cadet Gary Ambarian of Kenai Composite Sqd., Cadet Cheryl Jones of Soldotna Composite Sqd., Cadet Arthur Orr of Baranof Composite Sqd., and Cadet Dale Wallington of Juneau Cadet Sqd. The school took place in June immediately following the Encampment.

At the end of our Encampment at Eielson AFB we awarded two flying scholarships provided by National



S/M Pilot James Hanson and cadets in front of C-150 used exclusively for cadet orientation flights and cadet pilot training program.



Cadets man communications under watchful eye of Wing Communication officer.





Lt.Col. McKee and Cadet Encampment Staff...Cadets Gary Ambarian, Mark Heilala, Cheryl Jones, Terreea Price and Kevin Mahar.

Headquarters. These were given to eligible and deserving Cadets Mark Heilala of Kenai Composite Sqd. and Cheryl Jones of Soldotna Composite Sqd. This training toward Private Pilot Licenses is still in progress.

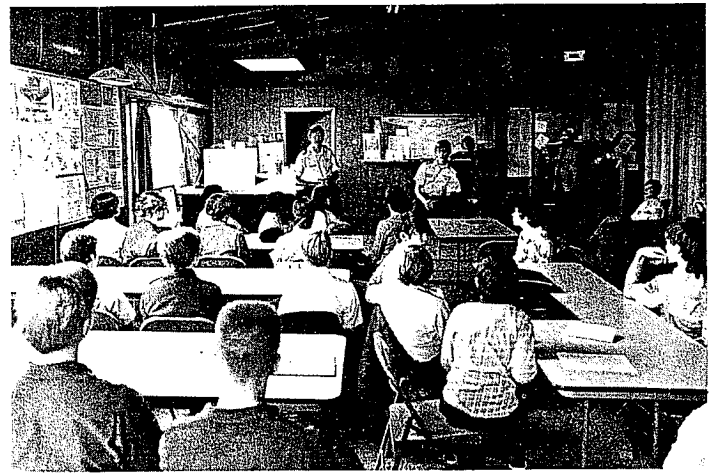
During October we held a class "B" Encampment at Kenai, AK. This was based at the CAP Sqd. Hanger at Kenai Airport and was hosted by Kenai Composite Sqd. Lt. Edward Ambarian commanding. He was assisted in some small measure by Major Nickel and Lt. Col McKee of Wing Hdqs., and members of the Kenai Sqd. too numerous to mention. The Cadet leadership cadre played considerable part in management. Cadet Ambarian and Cadet Jones showed great benefit from the Pacific Leadership School, both directly in their own performance and in the training of other Cadets such as Cadet Kevin Mahar for leadership positions.

The culmination of our various Encampment Activities was achievement of 106% of our National Goal in first time encampment attendance. A JOB WELL DONE BY ALL HANDS!

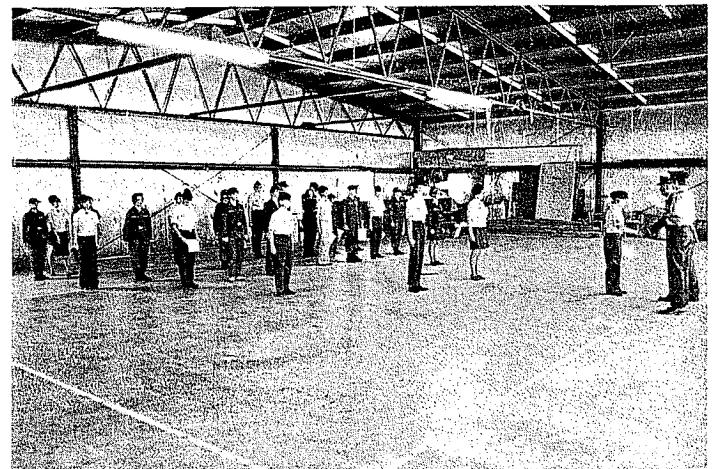
Our progress in contract completions for Cadet Aerospace Education and Cadet Orientation Flights continued to be poor. Only about a third of our National Goals in each was accomplished. We hope to show better performance in the future by improved and more efficient operation of the Book Store and increased Command attention and guidance. Homer, Baranof, Elmendorf, Anchorage, and Fairbanks Units turned in the best performance for the year.

Taken all together it was a pretty good year. In 1977 we expect to do even better holding on to our good things, and correcting our mistakes. We particularly plan for increased participation in Orientation Flights by Senior Members. These have a close correlation with contract completions.

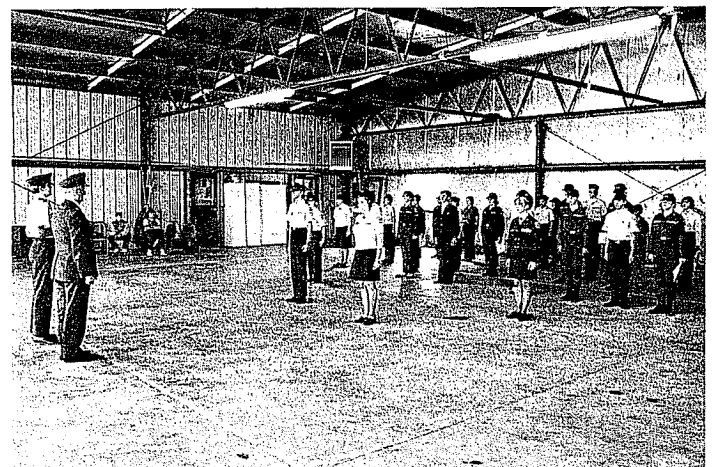
OUR CONGRATULATIONS TO ONE AND ALL FOR A VERY SUCCESSFUL YEAR!



Cadets Jeff Mahar and Greg Hurst, both graduates of the Cadet Pilot Training Program, discuss the program.



Encampment Graduation Ceremony.



Graduation ceremony. Lt.Col. McKee presented completion certificates.



Lt. Marotta explains to Cadets the operation of the T-33.



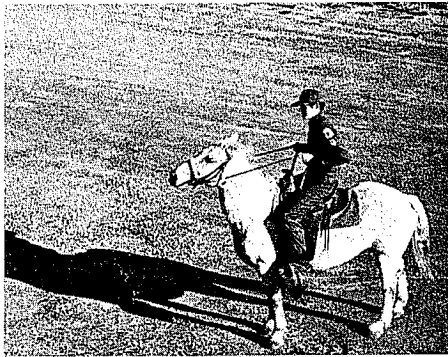
Cadet "Col." Bob Cowgill, Cadet Encampment Wing Commander look at aircraft while visiting the tower.



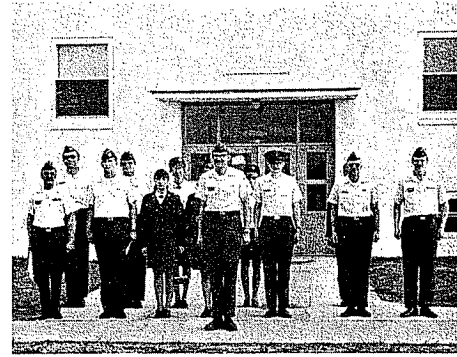
Cadets from the Anchorage Cadet Squadron and their commander.



Cadets from the Mat Valley Composite Squad.



Fairbanks Cadet Horse Brigade.



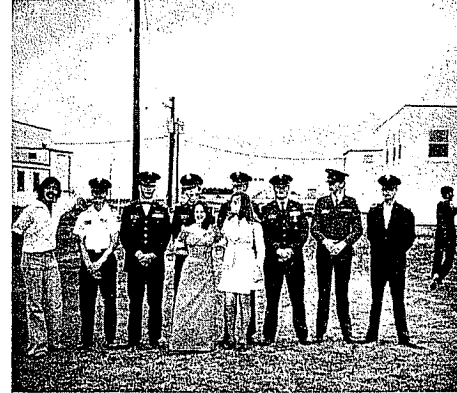
Alaska Wing Summer Encampment Senior Staff.



Seniors and Cadets from Juneau at Summer Encampment.



Cadet Lt.Col. Jeffery A. Mahar, left and Cadet Maj. Gregory A. Hurst, taken at the Alaska Wing Summer Encampment.



Summer Encampment Cadet Staff at Eilson AFB.



## CIVIL AIR PATROL — CIVIL DEFENSE

Civil Air Patrol is required to maintain Civil Defense readiness, and each year a Civil Defense Exercise is held involving three or more Units of the Command. This year was no exception as a CD exercise was set up at the Polaris Squadron, Merrill Field, Anchorage, and certain requirements were judged as to their effectiveness so as to be prepared for an actual emergency.



Retiring Major Bernie Bennett presents gift to Commander Russell Anderson, Alaska Wing.

### COMMAND CHANGE SOUTHEASTERN GROUP

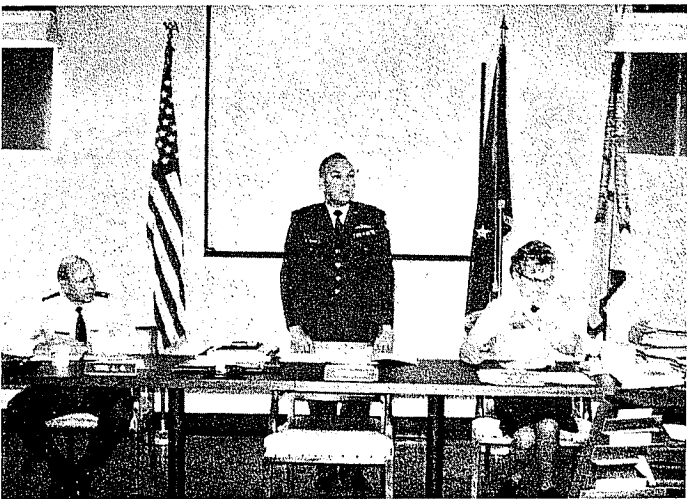
MAJOR Bernie L. Bennett replaced long time Commander LT.COL. Ralph Warren of the Southeastern Group, and upheld the tradition set in Juneau for his term of Command, and now he too has retired, and is being replaced by S/M Dick Chitty who will attempt to keep up the wonderful work of his predecessors. He will have the help of an experienced Group personnel.



Cadets rolling out plane to be used in CD Exercise.



CD Mission Coordinator Ralph Thomason, left, with exercise inspector Major J. Stearns.



Col. Russell J. Anderson opens Commanders Call.

### ALASKA WING COMMANDERS CALL

COL. Russell J. Anderson Commander, Alaska Wing CAP believes in holding Commanders Calls as the best way to communicate, as what the Commanders learn is carried down to the grass roots, the Units. The Commanders also bring problems to these meetings that Wing Headquarters are not always aware of and steps can be immediately taken to solve them.



Cadets receiving instruction on Radiological Monitoring Equipment.

## CYNTHIA

Cynthia - come fly away with me  
And do the things we will  
For I have a great love for thee  
Cynthia - your heart is pure ever still.

There are times when man like me  
Could ever be a slave for thee.  
To keep you pure for all to see  
And dress you in all that finery.

To keep you pruned so you glisten true  
There's not enough I wouldn't do for you.  
Of course at times your voice don't hear  
Even when I strain my listening ear.

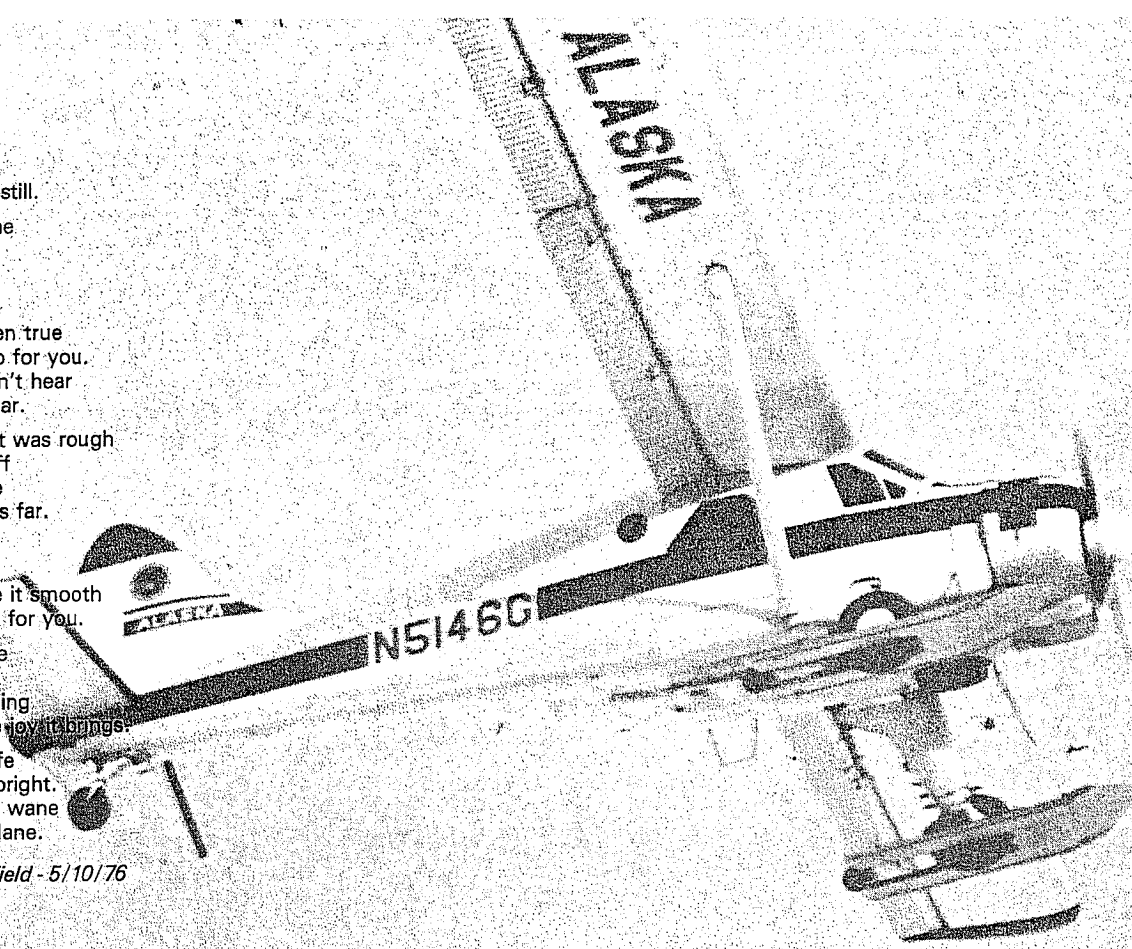
You have never failed me when it was rough  
You gave it all, you have the stuff  
To make you into the gal you are  
And at times we went, and it was far.

Up high or low, you didn't mind  
And I was trying a way to find  
To take out the bumps and make it smooth  
There's not a thing I wouldn't do for you.

Many times when I'm Oh' so blue  
That's when I always go to you.  
We would take off and do our thing  
Like us, there's others knows the joy it brings.

Cynthia - is one of my loves of life  
For me she makes the darkness bright.  
I know my love for her will never wane  
Cynthia is the name of my aeroplane.

*Thomas W. Schofield - 5/10/76*



## BEAUTIFUL, BUT

Those mountains sure look beautiful  
Then a search will come our way.  
That's when that beautiful mountain  
Will surely make our day.

The things that can happen  
When the mountain feels a little gay.  
She can close you off of a sudden  
Then with you she likes to play.

She will bounce you around  
Rattle your teeth, make you swallow hard.  
While the pilot is fighting the mountain  
You are still searching the ground.

You may bump your head, hold on tight  
Just keep looking out of the plane.  
The pilot may ask - did you see it all  
No, is the answer, so we go back in again.

Then there are times when she is proud  
Of the white coat she gets every year.  
And into here valleys she will let you fly  
And even her glaciers she will let near.

I really don't know why she gets angry  
Most times when to her we must search.  
Maybe it's her slumber we are disturbing  
And this is what gets her irked.

Sometimes feels like she has a toothache  
And no way to stop the pain.  
She will beat it out of a pilot  
If to her he flies his plane.

So we who fly on our missions  
Keep a wary eye on those gals.  
We don't want to rise her to anger  
If they only knew, we want to be pals.

*Thomas W. Schofield 1/31/76*